

# Maryland Inventory of Historic Properties

## Addendum

MIHP Number: CE-1485

Property Name: Bridge No. CE 75

Property Address: Old Elk Neck Road over Piney Creek, Elkton, Cecil County

According to the Cecil County Department of Public Works, Bridge No. CE 75 collapsed in 2003. The bridge is no longer extant.

**Maryland Historical Trust**

Maryland Inventory of Historic Properties number:

Name:

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

**MARYLAND HISTORICAL TRUST**

Eligibility Recommended	X
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Eligibility Not Recommended

Criteria:    A    B    C    D    Considerations:    A    B    C    D    E    F    G    None

Comments:

Reviewer, OPS: Anne E. Bruder

Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze

Date: 3 April 2001

Maryland Inventory of Historic Properties  
Historic Bridge Inventory  
Maryland State Highway Administration  
Maryland Historical Trust

CE-1485  
MHT No. ~~CE-1466~~

SHA No. CE 75

Bridge Name Old Elk Neck Road

**Location:**

Street/Road Name and Number: Old Elk Neck Road over Piney Creek

City/Town: Elkton

Vicinity X

County: Cecil

Ownership: ☐ State ☒ County ☐ Municipal ☐ Other

This bridge projects over: ☐ Road ☐ Railway ☒ Water ☐ Land

Is the bridge located within a designated district: ☐ yes ☒ no

☐ NR listed district ☐ NR determined eligible district

☐ locally designated ☐ other

Name of District: \_\_\_\_\_

**Bridge Type:**

☒ Timber Bridge

☒ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete

☐ Stone Arch

☐ Metal Truss Bridge

☐ Movable Bridge

☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf

☐ Vertical Lift ☐ Retractable ☐ Pontoon

☐ Metal Girder

☐ Rolled Girder ☐ Rolled Girder Concrete Encased

☐ Plate Girder ☐ Plate Girder Concrete Encased

☐ Metal Suspension

☐ Metal Arch

☐ Metal Cantilever☐ Concrete☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam☐ Rigid Frame☐ Other Type Name \_\_\_\_\_**Description:****Describe Setting:**

Bridge CE 75 carries Old Elk Neck Road over Piney Creek. The bridge was built circa 1936 and is aligned on a north/south skew over the western flowing Piney Creek. There is limited development around the structure.

**Describe Superstructure and Substructure:**

This single span timber beam bridge with a timber plank deck carries Old Elk Neck Road over Piney Creek. The bridge was built circa 1936 and is 22.8 feet long and 17.9 feet wide. The abutments are masonry.

The timber deck is perpendicular to the beams that support it. The planks are 3" x 11 1/2". The timber deck is in satisfactory condition (6 of 10). The deck has minor splitting and check at several locations. There are a few boards with minor sectional loss. There are 16 14" x 6" w beams which support the timber deck, spaced approximately 2'-0" apart from center to center. The stringers have splits, minor sectional loss, and areas of minor deterioration.

The railing has four 6" x 3 1/4" vertical posts on either side. There are two 6" x 3" cross beams running the length of the structure. The timber railing has moderate wear but is not to current safety standards.

The abutments are masonry with timber backwalls and wingwalls. The substructure is in fair condition. The timber backwall is soft and rotted. Masonry abutments have been repointed (date unknown) but there continues to be loose mortar. The timber minor souring evident at the south abutment. The timber wingwalls on the east side have gaps and moderate deterioration.

**Discuss Major Alterations:**

None. There have been replacements of individual members of the railing and deck planks. These replacements can not be dated. The repointing of the stone abutments is not dated in the inspection files either.

**History:****When Built:** circa 1936This date is: Actual \_\_\_\_\_ Estimated X \_\_\_\_\_Source of date: Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridgefiles/inspection form X \_\_\_\_\_**Why Built:** The area needed a structure with an increased load capacity. It is unclear what the previous structure was. Local residents needed access to the Elk Neck Peninsula.**Who Built:** State Roads Commission**Why Altered:** N/A.**Was this bridge built as part of an organized bridge building campaign:**

Yes. The State Roads Commission's 1933 Road and Bridge improvement program.

**Surveyor Analysis:****This bridge may have NR significance for association with:**X A Events    B Person   C Engineering/Architectural**Was this bridge constructed in response to significant events in Maryland or local history:**

Yes. In 1933 the Maryland General Assembly passed an Act known at the time as the *County Road Act*. This Act made it optional for each of the respective Board of County Commissioners to continue to maintain their county roads from local tax levies, or to turn such roads over to the State Roads Commission for maintenance. All but Anne Arundel, Baltimore, and Harford counties accepted the state's offer. The law authorized the Commission to apply a 1 1/2-cent gasoline tax, previously available only for the construction of state roads, to finance the maintenance of county roads and municipal roads, debt service for both the counties and municipalities and the continued construction of state roads. The act allowed the state to consolidate and control the funding for road and bridge construction during the Depression. All personnel, overhead expenses, incidental charges, and engineering services furnished by the counties would now be absorbed by the State Roads Commission. The *County Road Act* allowed the State Roads Commission to use the limited funds of the state more wisely. The use of these funds combined with Bonds authorized by Chapter 463 of the 1933 General Assembly, allowed the state to create a program of major road construction, to be performed under the directions of the Federal government. The State Roads Commission received approval for its program and \$1,411,828.00 in 1933. By the end of 1934 sixty percent of the money had been spent.

The Board of County Commissioners of Cecil County agreed to allow the State Roads Commission to control and maintain the county's roads. On July 1, 1933 the State of Maryland began maintaining the roads of Cecil County. In the State Roads Commission Report funds are authorized for the replacement of a bridge on Elk Neck Road near Piney Creek.

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

The current bridge is a timber bridge, which was constructed in 1936 to replace a similar structure. The State Roads commission did not at the time feel that the area's population or economic outlook dictated a different structure. The area is very much as it would have been in 1936. This is a very rural area with little settlement. The structure did not have a significant impact on the growth and development of the area.

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible this district?**

No, the bridge is not located in an area eligible for historic designation.

**Is the bridge a significant example of its type?**

Yes, this is a significant example of a timber bridge. The design of this bridge is a simple timber bent and pile system.

**Does the bridge retain integrity of the important elements described in the Context Addendum?**

Bridge CE 75 retains integrity of location, design, setting materials, workmanship, feeling, and association. Despite minimal alterations discussed above, this bridge still possesses integrity of nearly all of its original components, including the longitudinal beams, the deck and the abutments.

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?**

This structure is a significant example of the work of the State Roads Commission. It represents the State's obligation to design and maintain simple structures for rural areas during economic crisis.

**Should this bridge be given further study before significance analysis is made and why?**

No, this structure should not be given further study. This bridge represents the state's need to maintain ordinary bridge crossings under economic difficulties.

**Bibliography:**

Spero, P.A.C. & Company, and Louis Berger & Associates. Historic Bridges in Maryland  
Historic Bridge Context, September 1994.

State Roads Commission Report 1930-38.

**Surveyor:**

**Name:** Stacie Yvonne Webb

**Date:** September 27, 1995

**Organization:** State Highway Admin. **Telephone:** (410)545-8559

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Revised by P.A.C. Spero & Company, March 1998

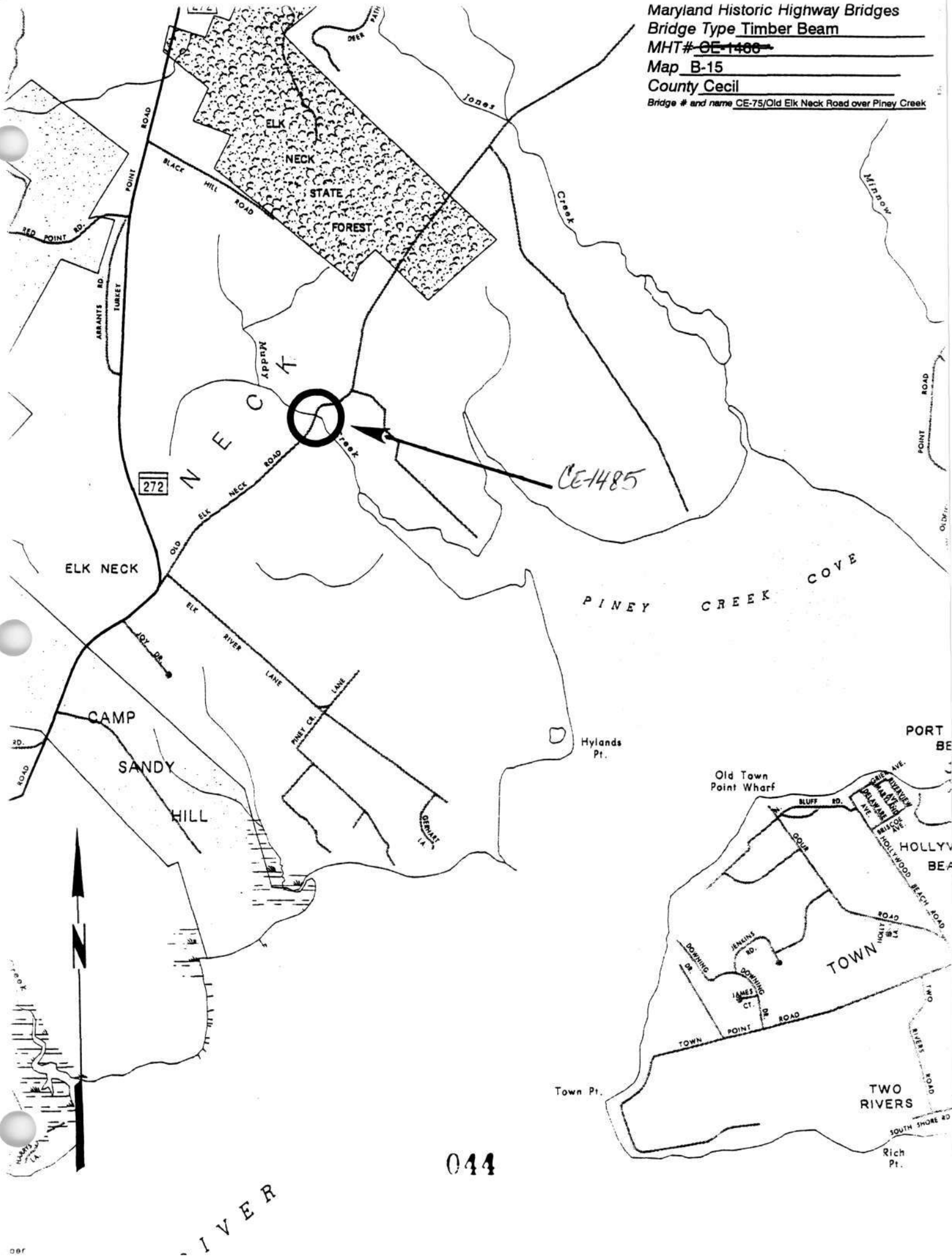
Maryland Historic Highway Bridges  
Bridge Type Timber Beam

MHT# ~~CE-1486~~

Map B-15

County Cecil

Bridge # and name CE-75/Old Elk Neck Road over Piney Creek







- 1 CE 1485
- 2 Old Elk Neck Road Over Piney Creek
- 3 Cecil County, MD
- 4 Marris German - winter
- 5 3/98
- 6 MD State PO
- 7 Looking North
- 8 3 of 4



- 1 CE-1485
- 2 Old Elk Neck Road over Puxy Creek
- 3 Cecil County MD
- 4 Morris German, NMA
- 5 3/98
- 6 MD STPO
- 7 Elevation Looking East
- 8 2 of 4



- 1 CE -1485
- 2 Old Elk Neck Road over Piney Creek
- 3 Cecil County, MD
- 4 Marris German, WMA
- 5 3/98
- 6 MD SHPO
- 7 Elevation looking West
- 8 1 of 4



- 1 CE-1485
- 2 Old Elk Neck Road over Piney Creek
- 3 Cecil County, MD
- 4 Mavis German, WMA
- 5 3198
- 6 MD SFPD
- 7 Looking South
- 8 4 of 4